

## REPORT

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH  
USE OF TRAINED INTELLIGENCE ANALYSTS

1. On 14 February 1948, a Russian crew under a Captain Prishok towed the DDSG floating dock out of Thallern harbor and moved it down the Danube to Ismail, the Russian harbor near the mouth of the Danube, where it lies now.
2. The previous history of this dock is briefly as follows: It was sunk at Weisskirchen by the Germans after unsuccessful attempts to move it up the Danube, and there it remained until early 1947, when the Russians learned of its existence for the first time and spent three months and approximately 1,225,000 schillings (against the Austrian reparations account) in having it raised.
3. The dock was then cleaned and its four engines repaired by Siemens-Schuckert at the cost of a further 86,000 schillings. This work was supervised by the Russians, Major Trebianko and Captain Prishok, who were brought in especially from Ismail for the job. Once the engines were repaired, the dock was towed to Thallern.
4. Austrians working on the dock repairs were very strictly supervised and all Russian officers were required to have special passes to go abroad.
5. Repair work was finished on 10 February 1948.
6. The following are some of the dock's features:
  - a. Length : 19 m
  - Width : 32 m
  - Height : 12 m
  - b. Engines : Four 200-H.P. engines
  - c. Pumps : Four; each capable of pumping 800 liters of water per minute from the 16 tanks.

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1: CLEVER in Class. ☐

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